

The Hood River Courier.

VOL. XXXIV

HOOD RIVER, OREGON, THURSDAY, JULY 6, 1922

No. 1

CONDENSED REPORT OF

THE FIRST NATIONAL BANK

OF HOOD RIVER, OREGON

AT THE CLOSE OF BUSINESS JUNE 30, 1922

Resources:

Loans and Discounts	\$549,121.91
United States Bonds and Other Securities	330,299.42
Bank Building and Fixtures	49,781.84
Other Real Estate	8,500.00
Cash and Exchange	207,315.93

Liabilities:

Capital Stock	\$100,000.00
Earned Surplus and Profits	24,821.01
National Currency	97,800.00
Deposits	922,348.09

\$1,144,969.10

For Men and Women

Will Write

BATHING SUITS

All the beautiful contrasting color combinations.

Perfect fitting and fine wool.

J. G. VOGT

"HOW TO PLAN, FINANCE AND BUILD YOUR HOME"

Endorsed by the American Institute of Architects

This Book is one of the finest helps for home builders that we have ever seen. It contains one hundred and fifty-five large pages and is printed in a most attractive style. Over one hundred house plans drawn in accordance with the newest ideas of arrangement by a group of high class architects, are shown with an exterior view and a floor plan for each house. There are also chapters on "Choosing Your Lot," "Financing Your Home," "Interior Decoration," "Harmonious Furniture," "Landscape Gardening," etc.

YOU—Mr. and Mrs. Homebuilder—have in mind a dozen questions which this splendid book will settle to your satisfaction and it is here for your convenience. Call at our office and see for yourself.

"Everything to build Anything"

Emry Lumber & Fuel Co.

SLABWOOD AND KING COAL

Phone 2181

Fourth and Cascade

Exclusive Representative of National Builders Bureau

STOP!

If there is any one thing about an auto that should be kept in good repair to the neglect of all others it is brakes.

Can you, Mr. Motorist, stop when you want to?

I believe I have the best equipped shop in the county for the adjusting and relining of brakes. Material of the best and workmanship that cannot be beat. Drop in and get acquainted with that

"Satisfactory Service All-ways"
24-HOUR SERVICE

Shay's SERVICE Shop

AT THE FASHION STABLES

Shop 1281

Res. 2772

Eastman Kodaks and Films

Our Stock is Always Complete

Kodak Developing and Printing

24-Hour Service

The quality of our developing—the tone and finish of our prints—the success we have in bringing out unfavorable exposures—prove that

Experts Do Our Kodak Work



KRESSE DRUG CO.

The Rexall Store

Come in and hear the new Victor Records.

Butler Banking Company, of Hood River, Ore.

at the close of business, June 30, 1922

RESOURCES

Loans and Discounts	\$638,770.58
Bonds and Warrants	144,178.30
Savings Department Loans	260,616.92
Furniture and Fixtures	9,607.50
Real Estate	22,625.95
Cash on Hand and in Reserve Banks	299,126.19

\$1,369,925.44

LIABILITIES

Capital Stock	\$100,000.00
Surplus and Undivided Profits	52,366.30
Deposits	1,217,559.14

\$1,369,925.44

Member Federal Reserve System.



WE are marketing Green Beans now, the stringless kind, grown as ever Beans should be grown. The saying that no land is too poor to grow Beans has no place with us, for even our Bean patch gets its plenty of the right kind of fertilizer, regular attention in cultivation and irrigation. All this adds to the cost of the product, but we have the satisfaction in having done our part in growing for quality.

Next time you order Beans, ask your merchant for some of KOBBER'S STRINGLESS GREEN POD—they are

"Nonpareil"

TWENTIETH CENTURY TRUCK FARM

JOHN KOBBER, Owner

We announce to the trade the installation of a Universal Bearing Machine. We will be able to re-babbit connecting rod bearings for any make of car, truck or gas engine.

Better service and better bearings at all times. Contract prices on all bearings.

Fairbanks Engines and Hayes Sprayers

HOOD RIVER MACHINE WKS.

Unger & Lenz

Tel. 3173

Rubber Stamp Ink at Glacier Office

LEGION CLIMB NEXT WEEK

MANY INTERESTED IN BIG EVENT

Recreational Feature of Oregon Out of Doors Open to General Public—Expense is Nominal

Athletic interest of the mid-Columbia and various other parts of the Northwest now centering on the second annual Mount Hood Climb of the Hood River American Legion, to be held Sunday, July 16. According to Kent Shoemaker, chairman of the Legion climb, delegations will be present from various parts of the Northwest.

While the mid-summer recreational event was originally conceived last year as an exclusive Legion party, the possibilities of turning it into an occasion for the general public, under Legion auspices, were realized at once, and there was no limit on participation last year, when 150 journeymen to the mile high camp of the Post.

Mr. Shoemaker has received correspondence from the public replete with the impression that only Legion members are invited to climb the mountain. He says:

"Our Post here is devoting its energies now toward making the Mount Hood Climb an annual feature of Oregon out door life. We want all the people who feel like it, wherever they live, to come and join us. Because of our arrangements with guides and as a result of the cooperation of local folk and the free services of our members in arranging the camp, we are able to provide a mountain climbing excursion at a minimum of expense.

"We have arranged with automobile owners and truck drivers here to transport passengers to and from the mountain for \$4.50, but we will welcome folk who have their own cars, and they may deduct this transportation charge from the general bill. Others may not wish to climb the mountain, and they may deduct the regular guide charge of \$5. We will charge \$5 for the meals served in the camp. The Mount Hood Climb is not organized for the purpose of making money. It gives our Post an activity that may be developed for the public good of our community and it enables us to gather each year in a pleasant reunion on the mountain side.

The Legion Mount Hood Climb is looking toward the development of the snowfields of the mountain on the north side for annual summer sports that are usually enjoyed only in the winter months. The vast snow fields, the Legion members declare, offer a fine opportunity for Fourth of July ski tournaments and for snowshoeing in August. With the construction of the Mount Hood Loop Highway and the Cascade road, the survey for which is now under way by the Bureau of Public Roads, the Legion camp will be but an hour's ride from this city. Legion members, who plan on making the annual ascent of the peak one of the prominent features of Oregon sport life, declare that the opening of the roads will probably result in a ski journey with thousands of motorists at the highland camp to witness the event.

A feature of this year's climb will be a radio receiving set. Lloyd Simpson, a pioneer in radio telephony here and a veteran of the navy, where he was a wireless operator, will be in charge of this feature.

The entire personnel of Company C, 186th Regiment, O. N. G., will accompany the climbing party, and Capt. Van Horn, commanding officer, with this unit will police the camp. The Knights of Pythias band will give concerts at campfire programs.

R. L. Frost, mess sergeant of old Twelfth Company, O. C., mobilized here in 1917, will have charge of the camp mess.

WASCO CELEBRATES COMPLETED PAVING

With delegations from Portland Hood River and adjoining Wasco county towns in attendance, completion of paving of the Columbia River Highway between The Dalles and the Pacific ocean was officially celebrated in The Dalles Sunday afternoon with a program in the Union street park, under the auspices of The Dalles Kiwanis Club. The State Highway Commission was represented by W. B. Barratt. The other commissioners and Governor Olcott were unable to attend. Attendance was curtailed somewhat because of the heat, which was 101 above.

Portland was represented by George Hatch, president of the Ad Club of that city, and a delegation made up of members of other civic organizations. Captain George Wilbur, Kent Shoemaker and August Guignard headed the Hood River delegation.

Aggregating into the future of Oregon from the road-building standpoint was given by Highway Commissioner Barratt in his address. Barratt pointed out that the state's road money is now almost expended and that most of the main trunk and primary roads have now either been completed or soon will be completed.

The state in the next few years will be able to get between \$500,000 and \$1,000,000 from the federal government, by voting additional road money. Mr. Barratt explained, and this money is primarily intended for the construction of laterals connecting roads, by means of which every community in the state may have routes of ingress and egress to the main highways.

"Vote a little more money to finish the road system of Oregon and get roads into the interior," Mr. Barratt pleaded. "We want more mileage, and the persons who use the roads will pay the bills by gasoline and automobile license taxes."

Instead of persons living along the Columbia gorge being neighbors, whole communities are now joined together with common interests because of the Columbia River Highway. George Hatch declared in his address. He pictured the time when The Dalles will be a great manufacturing as well as an agricultural city as a result of devel-

opment of water power at Celilo falls. Judge M. C. George recalled the time in 1851 when he and his father and mother camped on the very spot where the celebration was being held, after having come over the Oregon trail from Ohio.

W. P. Merry, a member of the Portland delegation, spoke briefly on the spirit of the occasion and praised local Kiwanians for taking the lead in holding an inter-city celebration.

County Judge Adkinson pointed out, in his address, that the meeting Sunday was not only a celebration of completion of the Columbia River Highway, but also of the start of The Dalles-California Highway, the first work on which was begun in Wasco county but a few weeks ago.

Mr. Adkinson praised the pioneers of good-road building, John B. Yeon, Simon Benson, Samuel Lancaster, and others, for their foresight.

It was estimated that between 1,000 and 1,500 people were at the celebration, scattered all over the park where shade was to be found and where they could still be within range of the speakers' voice.

Mr. Blythe Writes from Newport
Newport, Ore., June 26, 1922.
Editor Glacier:
The trip up the Willamette valley was delightful. The train left the Union depot at 7.30 in the morning and was nearing Corvallis before the heat of the day made the coaches uncomfortable. After leaving Corvallis cool breezes soon were met with, and when we left the train at Yaquina and boarded the steamer and barge to take us to Newport overcoats were in demand.

But few automobiles were on hand to meet the crowd when it landed from the boats, and the committees of citizens selected to assign the guests to quarters had their hands full for the rest of the evening. The rush for restaurants showed that the guests had brought their appetites with them.

Electioneering was hot on the train coming down. When we left home I felt certain that the contest would be close. There is no fight against Castner. Williams, our present Commander, is the target of the enemy. If Castner is elected, Williams will take his old position of Assistant Adjutant General, which office he held for 14 years until he was elected Commander a year ago.

Though hardly believable, the Ku Klux Klan is an issue in the ranks of the staid old soldiers of the Grand Army of the Republic. In the disputations on the train today Democrats were heard to declare they would vote for Olcott and Republicans were heard to say they would vote for Pierce. If a resolution comes up in the encampment denouncing the Klan—and it will come up—there will be something doing.

Canby W. R. C. is here in force. It consists of Mrs. F. C. Wittenberg, president; Meadames A. W. Isbell, Ida Crapper, Belle McCurdy, Kate Frederick, Alida Shoemaker, C. H. Castner, F. S. DeWitt, Iva Schaefer, Jennie Bentley, Jennie Jewett, R. F. Frasier, J. M. Wood and W. B. Tewksbury. With Mrs. Clara B. Marlor, a summer resident here, Canby County will have 15 votes in the convention. Canby Post, with Castner, Nichols, Frasier, Jewett, Rigby and Blythe present, will have six votes. Comrade Rigby has applied for a transfer but is still a member of Canby Post and will vote with its delegation.

The delegation from Canby Corps arrived at Union depot just as the G. A. R. train was about to pull out. Mrs. Jennie Bentley, always equal to an emergency, hunted up the train dispatcher and had him hold the train until all the delegation had secured tickets. For some reason tickets could not be purchased at Hood River.

W. A. Langille, here Saturday from the Lost Lake section, where he is in charge of surfacing sections of the road in the Oregon National Forest, stated that the Lost Lake Highway would be open through to the lake by Friday. Mr. Langille's crews have been busy mending the road, removing traces of last winter's storm and putting rock on sections that are wet. Gravel surfacing will be used on other parts of the road.

It is anticipated that at least 1,000 will penetrate the Lost Lake country next week end. The crowds there over the past week end ran into large numbers.

The opening of the road will result in immediate work of preparations for the summer camp of Samuel C. Lancaster. Strickland still is high on the summit between the lake and the confluence of the West Fork and Lake Branch of Hood river, it is said.

CREWS START MARKET ROAD SOUTH OF CITY

Crews have begun work scarpifying the old water bound macadam highway south of the city, where concrete surfacing will be laid under the Market Road bill. The old road is on an easy grade and no excavation will be necessary. The link will be 7.5 of a mile long. A stretch of city street will be surfaced with concrete, connecting up the valley road with a paved section of Twelfth street.

J. K. Carson, formerly with the State Highway Commission, will be inspector of the work for the county.

Change of Venue Denied
Judge Wilson Monday denied a motion for change of venue to J. LeRoy Smith, Portland attorney, representing R. D. Crowe, owner of 180 acres of land at the Rowena loops of the Columbia River Highway, which Wasco county is seeking to obtain for park purposes. Judge Wilson held that the case must be tried in Wasco county. Mark A. Mayer, of Mosier, has offered to purchase the loop property, and present it to the state.

GRANGE CELEBRATION IS SUCCESS

3,000 AT BIG COMMUNITY PICNIC

Stirring Addresses Delivered by Judge Wilson and Rev. Boddy—Latter Appeals for Tolerance

An estimated 3,000 visited the Park Grange community picnic in celebration of the Fourth. While the day was one generally of hilarity and joy, it was not without its moments of solemnity during the course of addresses delivered by Rev. W. H. Boddy and Judge Fred W. Wilson.

Judge Wilson made an appeal to his audience to study the history of the nation from the time of the signing of the Declaration of Independence until the adoption of the Constitution. He urged that citizens of today familiarize themselves with the biographies of the forefathers of the great nation. Judge Wilson marshaled briefly before his hearers outstanding features of the lives of many of the great figures of the early days of American history. He declared that such a study on the part of Americans would give them greater reverence for the ideals of their country and would better fit them for solution of problems of today, problems that were similar to those of earlier times.

Judge Wilson declared that he had concluded, after an exhaustive study of national events that God aids the nation whose citizens seek to walk in spiritual ways. He urged that America not lose her soul.

As a man who had done his part in preserving the soul of America, Judge Wilson cited Edward D. Baker, Civil War United States senator from Oregon. In dramatic manner Judge Wilson recited the events attending the phillip of Breckinridge of Kentucky, characterized as burdened with treason, and the reply it aroused from Senator Baker, who had chanced to visit the senate chambers dressed in the full uniform of a colonel of the Union army. The Oregon senator a few weeks later met death at the head of his column in battle.

Judge Wilson urged that Americans let not avarice or greed direct them to a course that will jeopardize the soul of America.

Judge Wilson brought his address to a close by a quotation of the words of President Harding recently when the bodies of 5,000 American dead soldiers, back from the fields of France, were being lowered from the ship to their country's soil:

"This must not happen again." "Let us hope and pray," said Judge Wilson, "that it may never happen again, but as long as human avarice, passion and greed are loosed, we must be prepared. Let us hope no such occasion will ever arise, but if it does, let us hope that we will arise to the occasion and save the soul of America."

Judge Wilson pointed to the veterans of the Civil, Spanish-American and Great War as the personification of men who have striven to save the country's soul. He declared that the country looks in large part to the members of the American Legion for leadership. He urged the veterans to seek wise counsel, in order that they might direct the national tendency as the forefathers would have them directed.

An interesting member of the audience was Rev. Geo. W. Kennedy, pioneer Methodist rider. Mr. Kennedy recalled that 60 years ago he had heard the late Joseph G. Wilson, father of the orator of the day at the Grange celebration, deliver an oration in Wasco county.

The address of Mr. Boddy sounded a warning against the present day tendency toward intolerance among Americans. He said:

"If America is to continue to be the home of fine fraternity among men, we must rediscover our appreciation for those of different race, color or creed. Respect for unlikeness is the genuine test of America, and it is a real test of a nation's culture and character. He who demands that, in order to share his confidence and respect, one shall produce his doctrinal and creedal shibboleths, reveals the utter shallowness of his Americanism, and the inadequacy of his Christian concept."

"Intolerance against which our fathers fought and founded this nation as a refuge is just the failure to respect unlikeness. Yet from this failure has issued the darkest crimes of history. Intolerance pressed the hemlock to the lips of Socrates and nailed the Son of God to the Cross. Intolerance lighted the fires of the Inquisition and drove the Pilgrims across the wintry sea. It belongs to no race and no people."

"The proudest heritage of American children, your children and mine, is spiritual freedom. America's greatest gift to the world, transcending all her scientific and industrial achievements, her demonstration to the world that men of unshackled minds can live together in unity and peace."

"But here it is in this year of our Lord 1922. What mean these whispered hatreds, these muttered fears, these secret counsels, this preaching of credal intolerance? Why if these voices of division had been raised during the war, we should have traced their origin to German propaganda. But here we are just emerged from the greatest war of history, a war in which the American army, Catholic, Protestant, Jew and Gentile, fought and died together for the cause of human liberty. Today, with the roar of the cannon scarcely dead in the distance we are teaching these groups to fear and distrust each other. But let those who sow the seeds of intolerance beware, because intolerance is a spirit once unloosed no one can tell whence it will stop. Of this be sure, although it be directed against religious liberty it will not stop there. Having spent itself against Protestants or Catholics, it will then begin to prescribe and determine the bounds of political liberty. We may capitalize ignorance and prejudice to win our ends, but beware lest it turn upon us and destroy the rights of property which we think to guard so zealously. It is a dangerous thing to feed a people upon antipathies. They get to a place where they cannot do without them."

"Much of this campaign of distrust and division is conducted in the name of Americanism. My friends, it is

(Continued on Last Page)